

## NEWS FROM WASHINGTON.

### TOPICS OF NATIONAL INTEREST.

**SUMS EXPENDED BY THE GENERAL GOVERNMENT ON RIVERS AND HARBORS IN NEW-YORK—POTTERY MEN AND THE TREASURY—SUITS PROJECTED UNDER THE SHERMAN ACT.**

A correspondent of THE TRIBUNE furnishes a statement of the sums appropriated by Congress for the improvement of rivers and harbors in the State of New-York. Pottery manufacturers propose to have argument made with a view of reversing a recent tariff ruling of the Treasury Department. They also complain of the free-trade tendencies of Mr. James, the head of the Customs Division. There is a difference of opinion between the Interior Department and the officers of the Pacific Railroads as to the sums due the Government from the roads under the Sherman Act, and the matter will probably be taken into the courts.

### NEW-YORK INTERNAL IMPROVEMENTS.

**THE SUMS APPROPRIATED BY THE NATIONAL GOVERNMENT FOR RIVERS AND HARBORS—WHAT THE STATE HAS SPENT ON THE CANALS.**

(BY TELEGRAPH TO THE TRIBUNE.)

WASHINGTON, April 15.—A very careful and accurate compilation of the official figures shows that down to June 30, 1882, the United States Government had expended nearly \$9,500,000 for the improvement of rivers and harbors in the State of New-York. This is a large sum of money, and yet when compared with the expenditures by the State itself, for internal improvements, it divides into comparative insignificance. From 1817 to 1866 the State expended \$73,410,894 in the building and enlargement of canals, and the further sum of \$24,377,108 in repairing and maintaining them, making a total of \$97,818,002.

Appropriations for the improvement of rivers and harbors in New-York became a necessity as soon as the canals were built. For example, when the Erie Canal was opened to Buffalo, in 1825, and to Oswego three years later, it immediately became necessary to improve the harbors at those places, and shortly afterward to remove the obstructions to the navigation of the Hudson River, which is the outlet of the canal system of the State. The first river and harbor appropriation for New-York was one of \$15,000 in 1826, for building a pier and repairing the old one at the mouth of Buffalo Creek. In 1827 an appropriation of \$3,000 was made for a pier at Dunkirk Harbor; in the same year also there was an appropriation of \$33,308 for "building two piers at the mouth of the Oswego Harbor." That harbor had been surveyed two years before at a cost of \$590.53. In 1829 an appropriation of \$30,000 was made for Black Rock Harbor, the improvement of which was completed in 1836 at a total cost of \$52,095.

The Black River Harbor improvement, which was begun in 1836, the same year in which the State began to dig the Black River Canal, cost altogether \$42,071.14. Since the beginning exactly a score of appropriations have been made for Buffalo Harbor, and the total amount expended thereon down to June 30, 1882, was \$1,456,713.57. At that date there was a balance of \$33,000 on hand, which has since been expended, together with nearly one-third of an appropriation of \$125,000 made last August.

Three years ago the first appropriation for improving Butternut Channel, New-York Harbor, was made. Down to June 30 of last year \$70,000 had been expended, and there was a balance on hand of \$50,000, which, together with a large portion of the \$90,000 appropriated last August, has since been expended. In 1880 also the first appropriation for Canastota Bay was made. Down to date the total expenditures have been about \$18,000. The improvement of Cattaraugus Creek was begun in 1836 and completed in 1840, at a total cost of \$57,410. Charlotte Harbor, at the mouth of the Genesee River, was surveyed in 1828. Two years after the Genesee Valley Canal was begun; in 1829 the improvement was begun with an appropriation of \$10,000, and the total expenditures to June 30, 1882, were \$289,707. The cost of improving Dunkirk Harbor from 1827 to 1882 was \$436,345. Between 1873 and last June \$47,000 had been expended on East Chester Creek and the sum of \$7,000 remained unexpended at the latter date.

### NEARLY THREE MILLIONS FOR THE EAST RIVER.

The East River and Hell Gate improvements were not begun until the year 1852, when an appropriation of \$20,000 was made. There the matter rested for eighteen years, when the sum of \$250,000 was appropriated; annual appropriations have been made since that time, and the aggregate expenditures to the end of the last fiscal year were \$2,695,000. The first appropriation for the harbor at New Rochelle was made in 1878; the total expenditures had been \$31,000. June 30, at which time there was a balance of \$8,000 on hand. The improvement of Flushing Bay was begun in 1870. The total expenditures have been \$45,000. In 1881 an appropriation of \$40,000 was made for Gowanus Bay and three-fourths of it was expended prior to the end of the last fiscal year. The improvement of the harbor at Great Neck Bay on Lake Ontario, was begun in 1829 and the sum of \$361,771 has been expended upon it. For the Harlem River improvement, the sum of \$410,000 has been appropriated and only \$10,000 expended.

### MORE THAN A MILLION FOR THE HUDSON.

The Hudson River improvement was begun in 1834, in accordance with a survey and plan submitted by the Secretary of War two years earlier; \$1,180,188 had been expended prior to June 30, 1882, when there was a balance on hand of \$45,000. Huntingdon Harbor, Long Island, was improved in 1873 at a cost of \$22,500. The improvement of Little Sodus Harbor, Cayuga County, was begun in 1866, and the sum of \$218,840 has been expended upon it. Newtown Creek was improved in 1881 at a cost of \$10,000. Upon the improvement of Niagara River the sum of \$5,000 was expended. The improvement of the harbor at the mouth of Oak Orchard Creek, Ontario County, was begun in 1836 and completed last year at a total cost of \$173,500. The Ogdensburg Harbor improvement was not begun until 1862; it was completed in 1876, at a total cost of \$109,085. The first appropriation for Olcott Harbor was made in 1867; the last one in 1881; total expenditures, \$118,000. From 1826 to June 30, 1882, the sum of \$1,331,471 had been expended on Oswego Harbor. The improvement of Peconic River, Long Island, cost \$25,000. It was begun in 1872 and completed in 1874. The harbor improvement at Plattsburg was begun in 1836, and its total cost was \$139,180. The improvement of Port Chester Harbor was begun in 1873 and completed in 1878, at a total cost of \$10,050. The work at Port Jefferson Harbor was begun in 1852, and its cost down to June 30, 1882, was \$72,200. In 1839 an appropriation of \$10,000 was made for the improvement of Portland Harbor, on Lake Erie. The total cost of the work was \$25,292. The improvement of the harbor at the mouth of Salmon River, on Lake Ontario, which was begun in 1836 and completed in 1846, cost \$49,063. The Pointville Harbor improvement cost \$27,000 from 1870 to 1882. The Rondout Harbor improvement was begun in 1873, and it cost \$60,000. The improvement on Sackett's Harbor was begun in 1827 and completed three years afterward; it cost only \$5,477.

### SOME OF THE MINOR APPROPRIATIONS.

In 1828 an appropriation of \$300 was made for the survey of the mouth of Sandy Creek, with a view to making a harbor; only \$127 was expended and no further appropriations were made. Of an appropriation of \$150 made the next year for a survey

of Sag Harbor for a like purpose, \$134 was expended and no work was ever begun. For the removal of sunken rocks and wrecks from the harbor of Sag Harbor, appropriations amounting to \$116,580 were made from 1868 to 1873; of this sum only \$78,883 was expended, the balance being covered back into the National Treasury in 1872 and 1873. The \$10,000 appropriated for improving Sheephead Bay, only \$1,000 had been expended prior to June 30, 1882.

In 1837 and 1838, the sum of \$18,480 was expended in building an ice-breaker in Sag Harbor. This was the first money expended by the General Government for the protection of shipping in the harbor of New-York. In 1881, an appropriation of \$5,000 was made for Sunnypoint Inlet; only \$1,000 of it had been used prior to June 30, 1882. The appropriation of \$5,000 for improving Ticonderoga River was all expended before the end of the last fiscal year. For Waddington Harbor the first appropriation was made in 1873; the total expenditures were \$35,000. In 1880 an appropriation of \$8,000 was made to begin the improvement of the harbor at Whitehall, one of the terminals of the Champlain Canal; the works were completed in 1880, at a total cost of \$33,000. The improvement of the harbor at Whitehall was begun in 1873, and the sum of \$45,000 has been expended upon it.

### COMMERCE OF WESTERN STATES BENEFITED.

This completes the list of New-York rivers and harbors for the improvement of which money has been expended by the National Government. It will be observed that a very large proportion of the money was expended upon works which, in conjunction with the canal system established and maintained by the State at her own expense, have been of incalculable benefit to the commerce of a half-dozen at least of the most populous and wealthy States of the West and Northwest; and also that another very large proportion has been used for the improvement of one great harbor which invites the commerce of the world. In round terms it may be said that nearly \$5,500,000 was required to furnish harbors for the river and harbor improvements in New-York which feeds the canal system of the State, \$1,000,000 to improve the Hudson River outlet of that system, and \$3,000,000 to provide for the safety and convenience of the foreign commerce which seeks the commercial metropolis of the nation. The expenditures of the General Government have been actually, as well as relatively, insignificant on account of the river and harbor improvements in the Empire State which benefit merely State or local commerce.

### COMPLAINTS OF POTTERY MAKERS.

**DISSATISFIED WITH A TREASURY RULING ON THE TARIFF LAW—A MANUFACTURER ON MR. JAMES.**

(BY TELEGRAPH TO THE TRIBUNE.)

WASHINGTON, April 15.—The American pottery manufacturers are by no means reconciled to the decision of Secretary Folger that section 7 of the new tariff law become operative on March 3, and an argument in their behalf will be made before the Secretary to-morrow by ex-Representative Robeson, with a view of securing, if possible, a reversal of the decision.

The manufacturers hold that all the parts of the law must be construed together, and that a single section cannot be made the subject of a separate construction. They say that in order to carry out the recent ruling, it has been necessary for the Treasury officers to impose a form of oath to be taken by the agent, importer or consignee—a form of oath which is not provided by the law as it now stands; and they declare that the officers have no more right to do that than they would have to change another part of the tariff law.

The manufacturers also complain that the recent decision deprives them of every opportunity to appeal to the courts for redress; there is no ground upon which they can base an appeal, and the importers and foreign manufacturers will, of course, not appeal from a decision which gives them an advantage of about 15 per cent on all importations before July 1. Had the decision been against the importers they might have paid the duties under protest, and then appealed to the courts for a judicial construction of the law.

The American manufacturers complain not only of the injustice of this particular ruling. They assert that the rulings of the Treasury Department are uniformly adverse to the interests of American manufacturers and favorable to the importers and the agents of foreign manufacturers.

To a Tribune correspondent recently a prominent Eastern manufacturer said: "There ought to be a change in the customs division of the Treasury Department. Mr. James, who is at the head of it, is a man of considerable ability and Assistant Secretary French is completely under his influence. I understand that Mr. James is an Englishman, who has been in the Treasury Department for many years, and he is hand-in-glove with some of the New-York Custom House brokers and it is notorious that they know of any decision affecting the duties on imports, and they investigate that is to be made in any department of the New-York Custom House long before the official information reaches the Collector of the port. About the same time the law is ordered into the crueky department there, and the brokers on the street know it before Collector Robertson did. The gentleman who made the foregoing statement is a responsible person, as well as a thoroughly informed respecting the matters of which he spoke."

Representative Brewer, of New Jersey, who is a pottery manufacturer, and who is now in Washington, is greatly dissatisfied with the course pursued by Mr. James, who he declares, is partial toward the importer and the foreign manufacturer, at the expense of the American manufacturer.

### NET EARNINGS OF THE PACIFIC RAILROADS.

**A DIFFERENCE BETWEEN THE INTERIOR DEPARTMENT AND THE RAILROAD OFFICIALS.**

(BY TELEGRAPH TO THE TRIBUNE.)

WASHINGTON, April 15.—For a year or more there has been a difference of opinion between the officers of the Interior Department and the officers of the Pacific Railroads as to what constitutes the net earnings of the railroads according to the Thurman Act.

The difference in the case of the Union Pacific Railroad Company amounts to about \$1,000,000. Some time ago the attorneys of that company proposed to the Secretary of the Interior that an agreed state of facts should be prepared and the case taken to the courts for a decision. At first Secretary Teller was disposed to assent to this, but he afterward declined, on the grounds that he doubted his authority to do so, and that he might agree to a state of facts which would afterward impair the interests of the Government. He, therefore, several weeks ago sent a letter to the Attorney General, in which he set out the grounds of controversy and requested that a suit be brought against the Union Pacific Company for the proper proportion of the difference between the amount which the company concedes to be "net earnings" and the amount which the Interior Department claims to be due on the same account.

Secretary Teller said to-day that the main items which make up the difference are charges for repairs and maintenance of the road, rolling stock, etc. The suit has not yet been brought, and Secretary Teller is not advised as to when it will be begun.

### SUICIDE AFTER SHOOTING THREE MEN.

NORWICH, Conn., April 15.—Olney Burgess, of Foster, R. I., while making a social call upon Daniel and Henry Burlingame, at Killiney, Conn., on Saturday last, suddenly drew a revolver and shot Daniel, slightly wounding him, and then turned the pistol upon himself. He was dangerously wounded, a ball entering his right breast, and he died in a few minutes. Burgess returned to Rhode Island, where he was arrested. While being taken to jail at Killiney he was allowed to jump overboard, where he, he said, would save the State trouble and expense. He was found floating in the water, and was taken to the hospital. He died in a few minutes. Burgess was a man of about thirty years of age, and was a native of Rhode Island. He was a member of the Norwich Rifle Club, and was a very popular man in the community.

### MOTHER AND CHILD DROWNED.

DEBUEQUE, Ia., April 15.—This afternoon the bodies of Mrs. H. Biechert, wife of a well-known druggist of this place, and her son, aged three, were found at the bottom of a well fifty feet deep. Mother and child were alone in the house during the forenoon. It is supposed that the woman threw the child into the well and then jumped in herself, as the sign cutting around it forbids the supposition that the little one fell in accidentally.

### THE LATTER DAY SAINTS' REUNION.

KIRTLAND, Ohio, April 15.—The business of the Mormon conference having been finished yesterday, to-day was devoted to closing religious exercises. A prayer-meeting was held and the sacrament administered.

## RAILROAD NEWS.

### THE WARFARE IN COLORADO.

**WHAT EX-GOVERNOR EVANS SAYS OF THE CONTEST BETWEEN THE DENVER AND RIO GRANDE AND THE DENVER AND NEW-ORLEANS ROADS.**

Ex-Governor John Evans, of Colorado, president of the Denver and New-Orleans Railroad Company, is in the city. Recently he talked with a Tribune reporter regarding the suit brought by his company against the Atchison, Topeka and Santa Fe Railroad for \$1,000,000 damages, mentioned in THE TRIBUNE of Saturday.

"The Constitution of Colorado," said Mr. Evans, "requires that all railroads in the State be connected and do business with each other when their lines join. It also prohibits discriminations among them. The Atchison, with other roads, agreed that they would not do any business with any road competing with the Denver and Rio Grande. They have, under this agreement, for a year refused to do business with the Denver and New-Orleans, and thus injured it greatly. The United States District Court, Judges McFadyen and Hollett, concerning this recently decided in favor of the contract was void. In the language of the Court, 'It is enough to say that it is a conspiracy to grasp commerce and oppress the building of railroads in two great States, Colorado and Kansas. The Court has decreed and enjoined that the Atchison Company must do business with our road, and on the same terms as it does with other new roads.'"

Atchison Company has agreed to enter into a new agreement with the Denver and New-Orleans, which is a palpable evasion of the injunction of the Court. It is to stop this evasion and recover damages for the past year's injury that this last suit for \$1,000,000 damages is brought."

Mr. Evans referred to misrepresentations of the position of his company which he declared had been put into circulation by its rival. "For instance," he said, "you newspaper says that the agreement for 100 pounds for the share Rio Grande takes 5 cents per 100 pounds for this service, and through freights from Missouri River points to Denver, when its share had been 33 cents out of \$240 per hundred, has obliged the Denver and New-Orleans to accept similar proportions and renders it unable to compete with the Denver and Rio Grande."

The truth is that the former pool rate of division was maintained by the Rio Grande for the purpose of driving the Denver and Rio Grande out of the market. The Denver and Rio Grande was not a party to the pool, and it was not until after the decree of the United States Court was promulgated, and until the day after it went into effect, that the Rio Grande changed its terms. The Atchison maintains its through rates on freights and passengers the same as before, and draws its proportionate share of the earnings of the road. It does not seek to evade the decree of the United States Court in any way. The Denver and New-Orleans is taking the law into its own hands, and is trying to force the Denver and Rio Grande to accept a new rate of 5 cents per 100 pounds on first-class passenger freights, and 33 cents per 100 pounds on freight freights. 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